



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice

Orlando Sanford International Airport,
Sanford, FL

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the Noise Exposure Maps submitted by the Sanford Airport Authority for Orlando Sanford International Airport under the provisions of 49 U.S.C. 47501 et. Seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is August 16, 2012.

FOR FURTHER INFORMATION CONTACT: Allan Nagy, Federal Aviation Administration, Orlando Airports District Office, 5950 Hazeltine National Drive Citadel International Building, Suite 400, Orlando, FL 32822, 407-812-6331.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the Noise Exposure Maps submitted for Orlando Sanford International Airport are in compliance with applicable requirements of Title 14 Code of Federal Regulations (CFR)

Part 150, effective August 16, 2012. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (the Act), an airport operator may submit to the FAA Noise Exposure Maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted Noise Exposure Maps that are found by FAA to be in compliance with the requirements of 14 CFR Part 150, promulgated pursuant to the Act, may submit a Noise Compatibility Program for FAA approval which sets forth the measures the airport operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the Noise Exposure Maps and accompanying documentation submitted by Sanford Airport Authority. The documentation that constitutes the "Noise Exposure Maps" as defined in Section 150.7 of 14 CFR Part 150 includes: Table 1: 2009 and 2016 Annual Operations; Table 2: 2009 Domestic and International Air Carrier Fleet Mix; Table 3: 2016 Domestic and International Air Carrier Fleet Mix; Table 4: 2009 Air Taxi Operations and Fleet Mix; Table 5: 2016 Air Taxi Operations and Fleet Mix; Table 6: 2009 Local and Itinerant General Aviation Operations; Table 7: 2016 Local and Itinerant General Aviation Operations; Table 8: 2009 General Aviation Operations and Fleet Mix; Table 9: 2016 General Aviation Operations and Fleet Mix; Table 10: 2009 and 2016 Domestic and International Air

Carrier Stage Length Percentages; Table 11: 2009 Itinerant Runway Use Percentages; Table 12: 2016 Itinerant Runway Use Percentages; Table 13: 2009 and 2016 Local Runway Use Percentages; Figure 1: East Flow Flight Tracks; Figure 2: West Flow Flight Tracks; Figure 3: Local Flight Tracks; Figure 4: Existing Land Use; Figure 5: 2011 NEM Contours; Figure 6: 2016 NEM Contours; Figure 7: Future Land Use; Appendix I: Airport Facilities and Airspace; Appendix II: FAA Forecast Approval Letter; Appendix III: Airport Sponsors Noise Exposure Map Certification (including Table 1); Appendix V: FAA AEE Approval of Non-Standard INM Substitute Aircraft. The FAA has determined that these Noise Exposure Maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on August 16, 2012.

FAA's determination on the airport operator's Noise Exposure Maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR Part 150. Such determination does not constitute approval of the airport operator's data, information or plans, or a commitment to approve a Noise Compatibility Program or to fund the implementation of that Program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a Noise Exposure Map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise exposure contours, or in interpreting the Noise Exposure Maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning

responsibilities of local government. These local responsibilities are not changed in any way under 14 CFR Part 150 or through FAA's review of Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21 of 14 CFR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full Noise Exposure Maps documentation and of the FAA's evaluation of the maps are available for examination at the following locations:

Federal Aviation Administration

Orlando Airports District Office

5950 Hazeltine National Drive, Citadel International Building, Suite 400

Orlando, FL 32822

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in Orlando, FL on August 16, 2012.

Bart Vernace, Manager

Orlando Airports District Office

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